

With respect to the Brockville & Ottawa and Canada Central, the Bond paper contains a great deal of misinformation. Most of the nonsense is in the middle paragraph of p 127:

In 1853 a charter had been granted to the Brockville and Ottawa Railway Company, to build a railway from Brockville to the Ottawa River; this line had been constructed as far as Carleton Place in 1859. In 1864 the Brockville and Ottawa, which did not reach either the Ottawa River or Ottawa, was bankrupt. The Canada Central Railway which had received a charter in 1861 replacing an earlier ambitious Lake Huron, Ottawa and Quebec Junction Railway Co., acquired entire control of the Brockville and Ottawa. By 1866 Mr. Richardson, the Canadian agent of the English interests that controlled the Canada Central, had extended the B. & O. to Sand Point, a few miles north-west of Arnprior on the Ottawa.⁸⁹

In fact:

- The charter was to build to Pembroke via Arnprior, not just to reach the river
- In 1859 it was open to Almonte
- The B&O was not bankrupt in 1864, the year it opened to Arnprior, or ever
- The B&O opened to Sand Point in 1865
- The CCR did not acquire control of the B&O

The CCR material is too garbled to correct, but here is the actual sequence of events:

- The 1861 CCR charter was not at all what its proponents were seeking, thanks to the success of the municipalities then in control of the B&O in influencing the legislature, so it remained dormant
- In 1863 English bondholders (mostly HW Bolckow) financed extension beyond Almonte in return for control of the B&O: their agent JG Richardson took charge
- In 1865 Bolckow bought the lapsing CCR charter and renewed it, Richardson became president of both rys.
- In 1870 the CCR opened from CP to Ottawa
- A lot of stuff happened in the 1870s (as recounted in my book *Tracing the Lines*)
- In 1878 the B&O bought the CCR and fused the two companies under the latter's name

The final paragraph on p127 is OK as regards CCR construction, but the last line is wrong:

- The Montreal Northern Colonisation Ry. never owned the former M&B, otherwise known as the C&G

There are two errors on p 128, but they aren't Bond's. The original *Times* piece got the locomotive name wrong; it was the H. B. Abbott (not H.A). The reference at the bottom of that page to Abbott responding to a toast is garbled. The toast to which he responded was proposed by Sir Francis Hincks, and Abbott was standing in for the absent JG Richardson. An unrelated later speaker was Mr. Brarup (not Bearup), president of the Utica & Black River Railroad.

That is the end of Bond's treatment of the B&O / CCR, apart from its 1881 purchase by the CPR, which he merely notes.